HONG KONG MAIL

CORRECTED TO SUIT SHIP		
PLACE	DATE	APPROVED BY

NUMBER & ORDER OF PLANS	
1	COVER AND TITLE
2	GENERAL INFORMATION DATA
3	TANK & HOLD CAPACITIES
4	INBOARD PROFILE
5	OUTBOARD PROFILE
6	BOAT DECK & ABOVE
7	FORECASTLE & UPPER DECK
8	MAIN DECK
9	SECOND DECK & STEERING GEAR FLAT
10	THIRD DECK, MACHINERY FLAT & 31'-0" FLAT
11	ORLOP DECK & 17'-6" & 19'-9" FLATS
12	HOLD & PLAN AT COFFERDAM
13	DOUBLE BOTTOM
14	TYPICAL SECTIONS FORWARD
15	TYPICAL SECTIONS AFT
16	SHELL EXPANSION

DESIGN C5-S-75a

BOOKLET OF GENERAL PLANS

PREPARED BY THE
NEWPORT NEWS SHIPBULDING & DRY DOCK CO.
NEWPORT NEWS, VIRGINIA

PLATE 1 OF 16

THE DATE OF THIS ISSUE IS 3/17/67

USMA DESIGN C5-S-75a
COVER & TITLE
S9-0-1

SCALE: 1/16" = 1' - 0"

POWER PLANT, PROPELLER & SPEED

MAIN ENGINE – CROSS COMPOUND, DOUBLE REDUCTION GEAR TYPE WITH H.P. & L.P. TURBINE (INCLUDING AN ASTERN ELEMENT) DEVELOPING 21,600 S.H.P. AT 102 R.P.M. AND 24,000 S.H.P. AT 105 R.P.M.

BOILERS – TWO MARINE, TWO DRUM, BENT TUBE TYPE, FITTED WITH WATER WALLS, VERTICAL SUPERHEATERS, INTERNAL DRUM DESUPERHEATERS, ECONOMIZERS & STEAM AIR HEATERS. SUPERHEATER OUTLET PRESSURE 875 psi. SUPERHEATER OUTLET TEMPERATURE 930°F.

PROPELLER – 4 BLADED 22'–0" DIAMETER

SPEED – 20.8 KNOTS.

DECK MACHINERY DATA

WINDLASS – ONE ELECTRIC HYDRAULIC HORIZONTAL SHAFT TYPE WITH WILDCATS FOR HANDLING OF BOWER ANCHOR & GYPSY HEADS FOR WARPING.

CAPSTANS & WILDCATS – TWO VERTICAL SHAFT, REVERSIBLE, TWO SPEED, ELECTRIC MOTOR–DRIVEN TYPE FOR WARPING AND MOORING.

BOAT WINCHES – TWO ELECTRIC MOTOR–DRIVEN TYPE FOR HANDLING BOATS.

CARGO WINCHES – 14–SINGLE DRUM, TWO SPEED ELECTRIC MOTOR–DRIVEN TYPE: 2–SINGLE DRUM, TWO SPEED WITH GYPSY HEAD, ELECTRIC MOTOR–DRIVEN TYPE: 2–DOUBLE DRUM, TWO SPEED, ELECTRIC MOTOR–DRIVEN TYPE: 2–SINGLE DRUM, SINGLE SPEED, ELECTRIC MOTOR–DRIVEN TYPE.

VANG WINCHES – 14–SINGLE DRUM, SINGLE SPEED, ELECTRIC MOTOR–DRIVEN TYPE.

TOPPING WINCHES – 14–SINGLE DRUM, SINGLE SPEED, ELECTRIC MOTOR–DRIVEN TYPE.

MOORING WINCHES – 4–CONSTANT TENSION, ELECTRIC MOTOR–DRIVEN, WINCHES WITH AUTOMATIC TENSION CONTROL.

ACCOMMODATION LADDER WINCHES – TWO REVERSABLE, ELECTRIC MOTOR–DRIVEN TYPE FOR HANDLING ACCOMMODATION LADDER.

AUXILIARIES

GENERATORS – TWO 1250 KW, 450 VOLTS, 3–PHASE, 60 CYCLE, A.C., GEARED TURBINE DRIVEN.
– ONE 150KW, 450 VOLTS, 3–PHASE, 60 CYCLE, A.C., DIESEL DRIVEN (EMERGENCY & PORT SERVICE).

EVAPORATOR – ONE WITH OUTPUT CAPACITY OF 30 CUBIC METERS PER 24 HOUR PERIOD

REFRIGERATION SYSTEM – ONE AIR COOLED MULTI–CYCLINDER, SINGLE ACTING, MARINE TYPE, R–401b, RECIPROCATING COMPRESSOR FOR AIR CONDITIONING.
– TWO AIR COOLED MULTI–CYCLINDER, SINGLE ACTING, MARINE TYPE, R–401b, RECIPROCATING COMPRESSOR FOR REEFER CARGO.
– ONE AIR COOLED MULTI–CYCLINDER, SINGLE ACTING, MARINE TYPE, R–401b, RECIPROCATING COMPRESSOR FOR SHIP'S STORES.

STEERING GEAR – ELECTRO–HYDRAULIC SINGLE RAM, TWO CYCLINDER RAPSON SLIDE TYPE WITH DUAL POWER UNITS, EACH CONTROLLED BY GYRO PILOT & ELECTRIC CONTROL STAND IN WHEEL HOUSE.

GENERAL CHARACTERISTICS

LENGTH OVERALL	605'– 0"
LENGTH LOAD WATERLINE	587'– 8"
LENGTH BETWEEN PERPENDICULARS	582'– 6"
BREADTH EXTREME	82'– 2¼"
BREADTH MOLDED	82'– 0"
DEPTH MOLDED TO MAIN DK AT SIDE AT LOW POINT OF SHEER	46'– 0"
DEPTH MOLDED TO SECOND DECK AT LOW POINT OF SHEER	37'– 3"
SHEER, FORWARD (MAIN DECK AT SIDE)	12'– 4"
SHEER, AFT (MAIN DECK AT SIDE)	2'– 9"
DECK HEIGHTS IN MIDSHIP HOUSE (PARALLEL TO MAIN DECK):	
MN DK TO UPPER KD, UPPER DK TO BOAT DK & BRIDGE DK TO NAV. BRIDGE DECK	8'– 6"
BOAT DECK TO BRIDGE DECK	9'– 0"
NAV. BRIDGE DECK TO TOP OF HOUSE	8'– 0"
DRAFT, DESIGN MOLDED	31'– 6"
DRAFT, FULL LOAD, MOLDED (SCANTLINGS)	35'– 0⅜"
LIGHT SHIP	10,132 TONS
DEADWEIGHT	21,863 TONS
DISPLACEMENT	31,995 TONS

EQUIPMENT

TWO STOCKLESS BOWER ANCHORS–EACH 14,793 LBS.
ONE SPARE STOCKLESS BOWER ANCHOR 14, 793 LBS.
330 FATHOMS STUD LINK CHAIN FORGED STEEL – 2⅝"DIA.
140 FATHOMS OF TOWLINE 2" DIA, 6 x 37 STEEL WIRE ROPE
8 HAWSERS, EACH 90 FATHOMS, POLYPROPLENE DACRON 8–STRAIN PLAITED NON–HOOKING TYPE, EQUIVALENT IN STRENGTH TO 8" CIRCUMFERENCE MANILA BUT NOT LESS THAN 7" CIRCUMFERENCE.
ABS CLASSIFICATION ✠A1 Ⓔ, ✠AMS, ✠RMC

MASTS

HEIGHTS OF MASTS ABOVE BOTTOM OF KEEL PLATE

STUB MAST	FR 45
ANTENNA MAST	FR 125
RADAR MAST	FR 136
ANTENNA MAST	FR 158½
TOP MAST	FR 183

COMPLEMENT

DECK DEPARTMENT	13
ENGINE DEPARTMENT	10
STEWARD DEPARTMENT	17
PERSONS IN ADDITION TO CREW	12
MILITARY MISSION SUPPORT PERSONNEL	36
TOTAL	88

LIFEBOATS & DAVIT DATA

LIFEBOATS: TWO 9.4m x 3.5m x 23.92m – 76 PERSON DIESEL MOTOR PROPELLED, FIBERGLASS REINFORCED PLASTIC TOTAL CAPACITY 152

DAVIT: TWO PAIR, STEEL GRAVITY TYPE

FOR DATE OF THIS ISSUE SEE FRONT COVER

STEWARDS STORES

COMPARTMENT	DECK	FRAMES	NET. CU. FT.
MEAT	SECOND	138 – 143(S)	1472
MEAT OR FROZEN FOODS	SECOND	138 – 143(S)	1016
THAW ROOM	SECOND	138 – 140½(CL)	445
VEGETABLES & FRUIT	SECOND	138 – 143(P)	1472
DAIRY	SECOND	140½ – 143(P)	208
FISH	SECOND	140½ – 143(S)	291
TOTAL (REFRIGERATED)			4904
DRY PROVISIONS	SECOND	130 – 136(S)	2700
STEWARDS SUNDRY STORES	SECOND	148 – 152(S)	1106
BONDED STORES	BRIDGE	136½ – 141(P)	462
SLOP CHEST	UPPER	139½ – 143(P)	352
TOTAL (DRY STORES)			4620
TOTAL			9524

REFRIGERATED CARGO

COMPARTMENT	DECK	FRAMES	NET. CU. FT.
REFRIGERATED CARGO NO. 1	SECOND	159 – 171½(S)	5092
REFRIGERATED CARGO NO. 2	SECOND	159 – 171½(P)	5092
REFRIGERATED CARGO NO. 3	SECOND	171½ – 183(S)	5331
REFRIGERATED CARGO NO. 4	SECOND	171½ – 183(P)	5580
FROZEN FOODS CARGO	SECOND	130 – 134½(CL)	745
TOTAL			21840

DRY CARGO

COMPARTMENT	DECK	FRAMES	GRAIN CU. FT.	BALE CU. FT.	NO. OCNTAINERS
HOLD NO. 1 (SPECIAL CARGO LKR)	MAIN (CL)	17 – 26	8560	7450	
HOLD NO. 1 (SPECIAL CARGO LKR)	MAIN (P)	26 – 42	5880	5120	
HOLD NO. 1 (SPECIAL CARGO LKR)	MAIN (S)	26 – 42	5880	5120	
HOLD NO. 1	MAIN (CL)	26 – 42	6990	6080	
HOLD NO. 1 (SPECIAL CARGO LKR)	SECOND (CL)	17 – 26	10040	8730	
UPPER TWEEN NO. 1	SECOND	26 – 45	30350	26400	
LOWER TWEEN NO. 1	THIRD	21 – 45	29290	25480	
HOLD NO. 2	MAIN	53 – 69			8
HOLD NO. 2 (SPECIAL CARGO LKR)	SECOND	45 – 49½	9620	8370	
UPPER TWEEN NO. 2	SECOND	49½ – 75	60290	52450	6
LOWER TWEEN NO. 2	THIRD	45 – 75	59470	51740	6
HOLD NO. 3	MAIN	81 – 97			8
UPPER TWEEN NO. 3	SECOND	75 – 103	63610	55340	12
LOWER NO. 3	THIRD	75 – 103	61800	53770	10
ORLOP DECK NO. 3	ORLOP	75 – 103	59300	51590	8
HOLD NO. 4	MAIN	103 – 119			8
UPPER TWEEN NO. 4	SECOND	103 – 130	55490	48280	12
LOWER TWEEN NO. 4	THIRD	103 – 131	60490	52830	12
ORLOP DECK NO. 4	ORLOP	103 – 131	61000	53070	12
HOLD NO. 5	MAIN	166 – 182			8
HOLD NO. 5	SECOND	159 – 179	21320	18550	
HOLD NO. 5	19'–9" FLAT	158 – 183	85020	72930	
HOLD NO. 6	MAIN	187 – 203			8
UPPER TWEEN NO. 6	SECOND	183 – 207	47090	40970	4
HOLD NO. 6	19'–9" FLAT	183 – 207	66570	57910	
HOLD NO. 7	MAIN	208 – 224			4
UPPER TWEEN NO. 7	SECOND	207 – 227	35520	30900	
HOLD NO. 7	17'–6" FLAT	207 – 226	37060	32230	
SUB TOTAL			880640	765110	126
DEEP TANK NO. 1 A (P)	HOLD	26 – 45	14080	12250	
DEEP TANK NO. 1 A (S)	HOLD	26 – 45	14480	12600	
HOLD NO. 2	HOLD	45 – 75	99710	86750	
HOLD NO. 3	HOLD	75 – 103	57340	49880	10
HOLD NO. 4	HOLD	103 – 131	59980	52180	14
DEEP TANK NO. 5 (P)	HOLD	158 – 170	14320	12420	
DEEP TANK NO. 5 (S)	HOLD	158 – 170	14020	12200	
DEEP TANK NO. 5 A (P)	HOLD	170 – 183	9500	9500	
DEEP TANK NO. 5 A (S)	HOLD	170 – 183	10390	10390	
DEEP TANK NO. 6 (P)	HOLD	183 – 196	7310	7310	
DEEP TANK NO. 6 (S)	HOLD	183 – 196	7480	7480	
DEEP TANK NO. 6 A (P)	HOLD	196 – 207	3650	3650	
DEEP TANK NO. 6 A (S)	HOLD	196 – 207	3440	3440	
SUB TOTAL			315710	280050	24
GRAND TOTAL			1196350	1045160	150

FUEL OIL & S.W. BALLAST

COMPARTMENT	FRAMES	BBLS. F.O. (98%)	TONS. F.O. (98%)	TONS. S.W. (98%)
FOREPEAK TANK	STEM – 17	–	–	196
D.B. TANK NO. 1 (P)	17 – 45	–	131	–
D.B. TANK NO. 1 (S)	17 – 45	–	140	–
D.B. TANK NO. 2 (P)	45 – 75	–	211	–
D.B. TNAK NO. 2 (S)	45 – 75	–	218	–
D.B. TNAK NO. 3 (P)	75 – 103	–	158	–
D.B. TNAK NO. 3 (CL)	75 – 103	–	279	–
D.B. TANK NO. 3 (S)	75 – 103	–	160	–
D.B. TANK NO. 4 (P)	103 – 131	–	187	–
D.B. TANK NO. 4 (CL)	103 – 131	–	279	–
D.B. TANK NO. 4 (S)	103 – 131	–	189	–
MACHY RM D.B. TK NO. 1–P	131 – 140	–	60	–
MACHY RM D.B. TK–CL FWD	131 – 140	–	89	–
MACHY RM D.B. TK NO. 1–S	131 – 140	–	57	–
D.B. TANK NO. 5 (P)	158 – 183	–	88	–
D.B. TANK NO. 5 (CL)	158 – 183	–	248	–
D.B. TANK NO. 5 (S)	158 – 183	–	88	–
D.B. TANK NO. 6 (P)	183 – 207	–	110	–
D.B. TANK NO. 6 (S)	183 – 207	–	110	–
D.B. TANK NO. 7	207 – 226	–	55	–
AFT PEAK TANK	226 – STERN	–	–	75
DEEP TANK NO. 1	20½ – 26	–	114	–
DEEP TANK NO. 1 A (P)	26 – 45	–	–	395
DEEP TANK NO. 1 A (S)	26 – 45	–	–	418
DEEP TANK NO. 5 (P)	158 – 170	–	–	420
DEEP TANK NO. 5 (S)	158 – 170	–	–	414
DEEP TANK NO. 7 (P)	207 – 217	–	52	–
DEEP TANK NO. 7 (S)	207 – 217	–	48	–
COFFERDAM (P)	170 – 183	–	37	–
COFFERDAM (S)	170 – 183	–	37	–
COFFERDAM (P)	183 – 196	–	68	–
COFFERDAM (S)	183 – 196	–	68	–
F.O. SETTLING TK (P)	153 – 158	–	151	–
F.O. SETTLING TK (S)	153 – 158	–	132	
TOTAL			3564	1843

LIQUID CARGO

COMPARTMENT	FRAMES	GALLONS (100%)	TONS (100%)
DEEP TANK NO. 1 A (P)	26 – 45	–	395
DEEP TANK NO. 1 A (S)	26 – 45	–	418
DEEP TANK NO. 5 (P)	158 – 170	–	420
DEEP TANK NO. 5 (P)	158 – 170	–	414
TOTAL			1647

FRESH WATER

COMPARTMENT	FRAMES	USE	TONS F.W. (100%)
POTABLE WATER TANK	155 – 158 (P)	POTABLE	80
POTABLE WATER TANK	155 – 158 (S)	POTABLE	89
DISTILLED WATER TK	155 – 158 (P)	DISTILLED	48
MACHY RM D.B. TK NO.2–P	140 – 158 (P)	R.F.W.	133
MACHY RM D.B. TK–CL AFT	141 – 154 (CL)	R.F.W.	125
MACHY RM D.B. TK NO.2–S	140 – 158 (S)	R.F.W.	133
RESERVE FW DEEP TK 5A–P	170 – 183	R.F.W.	241.03
RESERVE FW DEEP TK 5A–S	170 – 183	R.F.W.	266.31
TOTAL			1115.34

LUBE OIL

COMPARTMENT	FRAMES	GALLONS (98%)	TONS (98%)
LUB OIL STORAGE	151 – 153	–	17
LUB OIL SETTLING	149 – 151	–	9
TOTAL			26

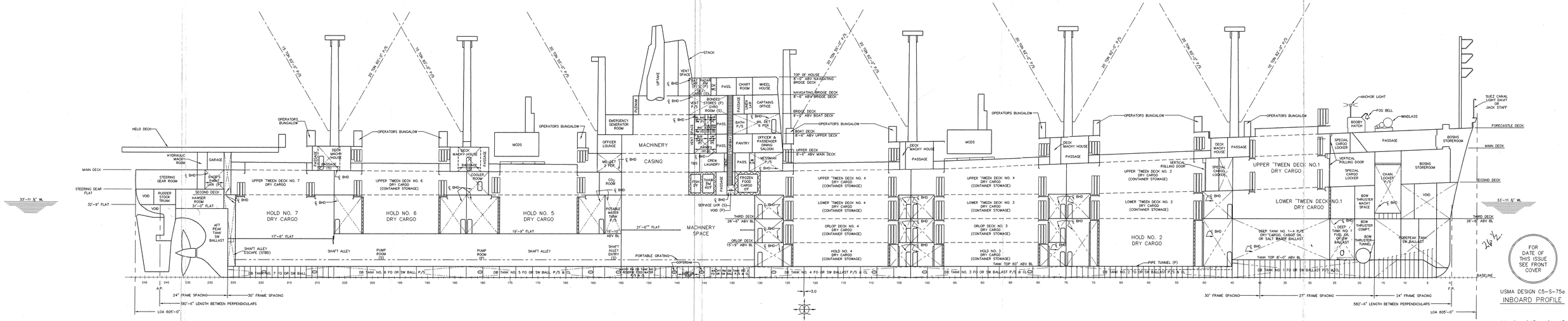
DIESEL OIL

COMPARTMENT	FRAMES	GALLONS (98%)	TONS (98%)
COLD BOILER STARTING	156 – 158 (CL)	–	0.35
EMERG. DIESEL GEN SERVICE	156 – 158 (CL)	–	0.87
MCDS SERVICE	198 – 207	–	58.93
TOTAL			60.15

FOR DATE OF THIS ISSUE SEE FRONT COVER

USMA DESIGN C5–S–75a

TANK & HOLD CAPACITIES



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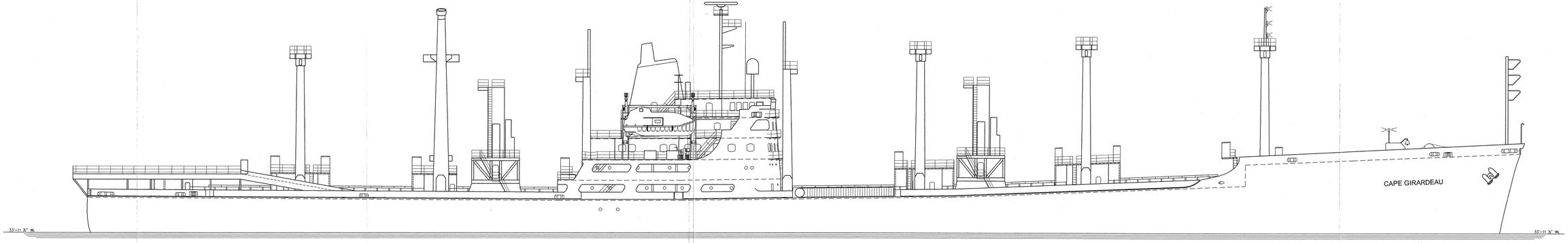
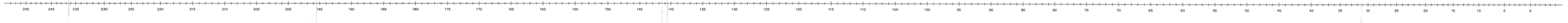
USMA DESIGN C5-S-75a

INBOARD PROFILE

SCALE: 1/16" = 1' - 0"



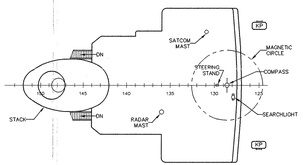


FOR DATE OF THIS ISSUE SEE FRONT COVER

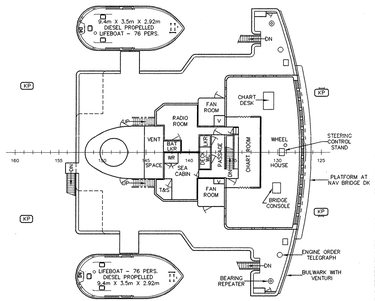
USMA DESIGN C5-S-75a

OUTBOARD PROFILE

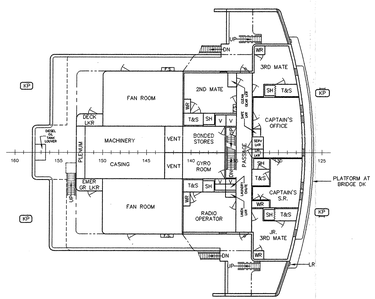
SCALE: 1/16" = 1' - 0"



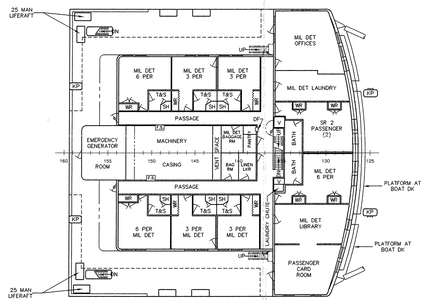
TOP OF HOUSE
8'-0" ABOVE NAVIGATING BRIDGE DECK



NAVIGATING BRIDGE DECK
8'-6" ABOVE BRIDGE DECK



BRIDGE DECK
9'-0" ABOVE BOAT DECK



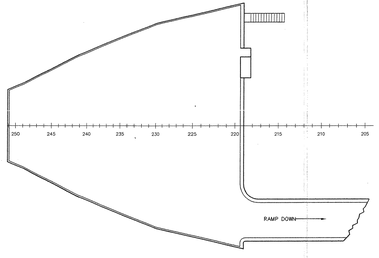
BOAT DECK
8'-6" ABOVE UPPER DECK

FOR DATE OF THIS ISSUE SEE FRONT COVER

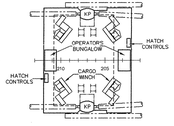
USMA DESIGN C5-S-75a

BOAT DECK, BRIDGE DECK, NAVIGATING BRIDGE DECK & TOP OF HOUSE

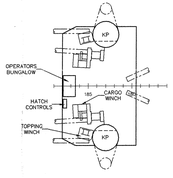
SCALE: 1/16" = 1' - 0"



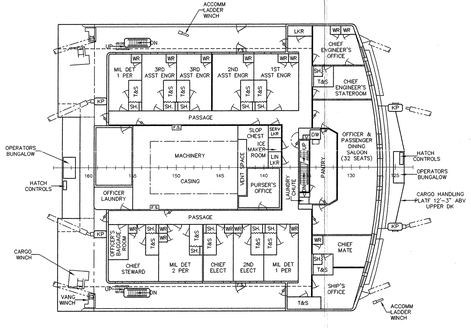
HELO DECK

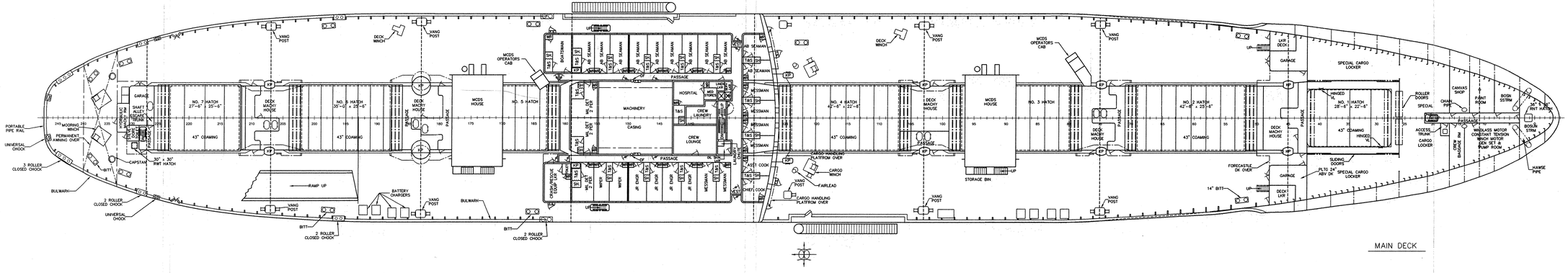


TOP OF DECK MACHINERY HOUSE
11'-3" ABOVE MAIN DECK AT CENTERLINE



TOP OF DECK MACHINERY HOUSE
11'-3" ABOVE MAIN DECK AT CENTERLINE



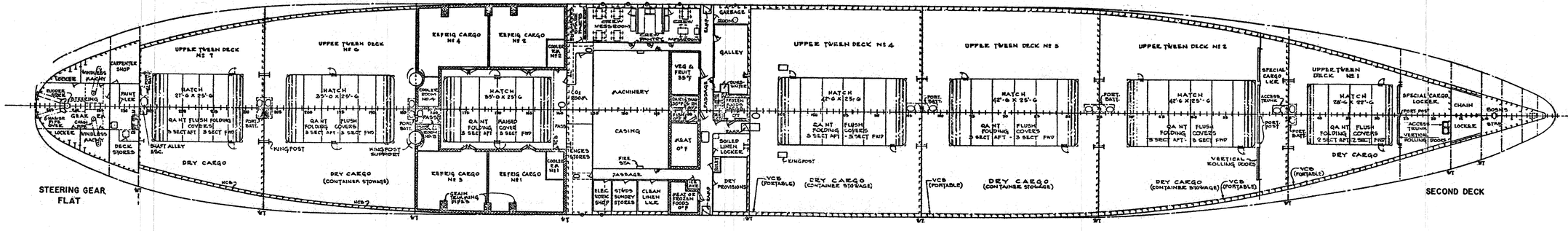


FOR DATE OF THIS ISSUE SEE FRONT COVER

USMA DESIGN C5-S-75a

MAIN DECK

SCALE: 1/16" = 1' - 0"



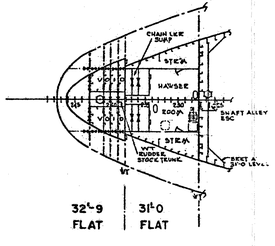
FCB DATE OF THIS ISSUE SEE FRONT COVER

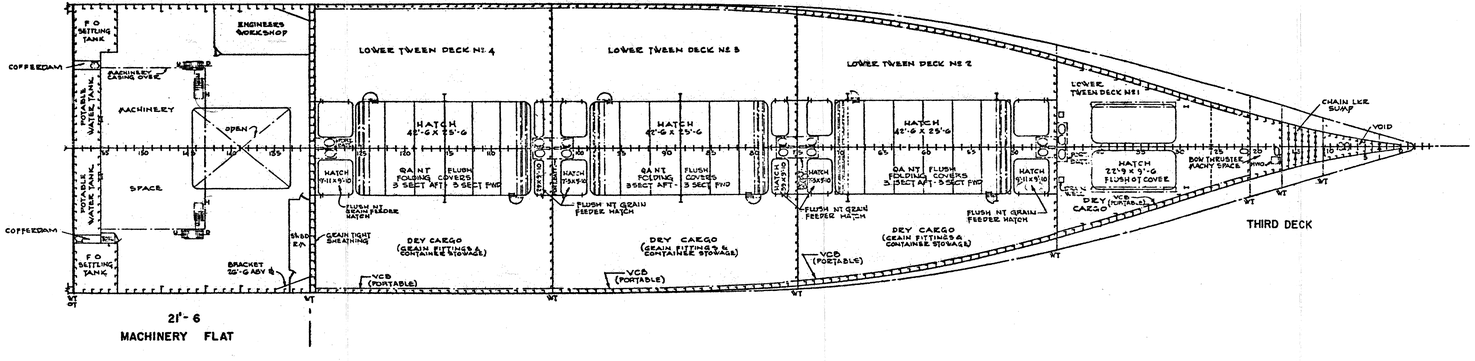
USMA DESIGN 65-S-75a

SECOND DECK B

STEERING GEAR FLAT

SCALE: 1/16" = 1'-0"





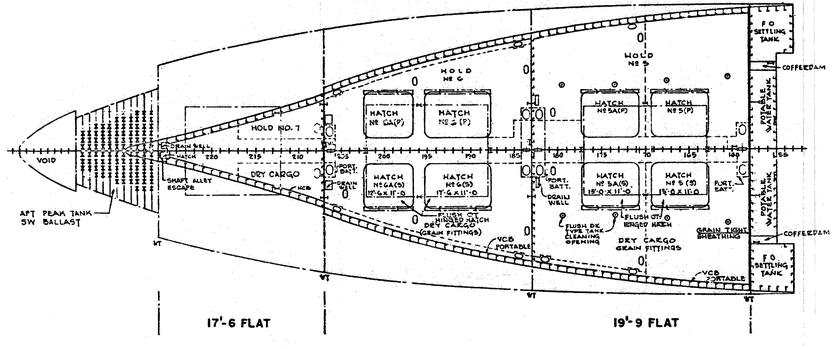
FOR DATE OF THIS ISSUE SEE FRONT COVER

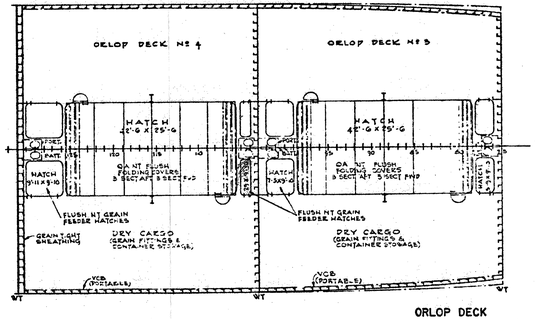
U S M A DESIGN CS-S-75a

THIRD DECK MACHINERY

31'-0" SEATS

SCALE 1/8" = 1'-0"





FOR DATE OF THIS ISSUE SEE FRONT COVER

U S M A DESIGN C5-S-7Es
ORLOP DECK NOS 4 & 5
PLATE

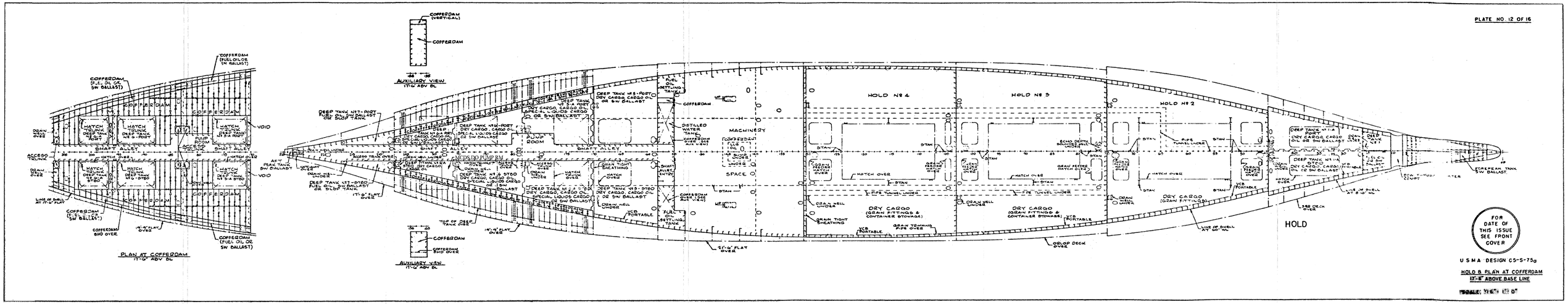
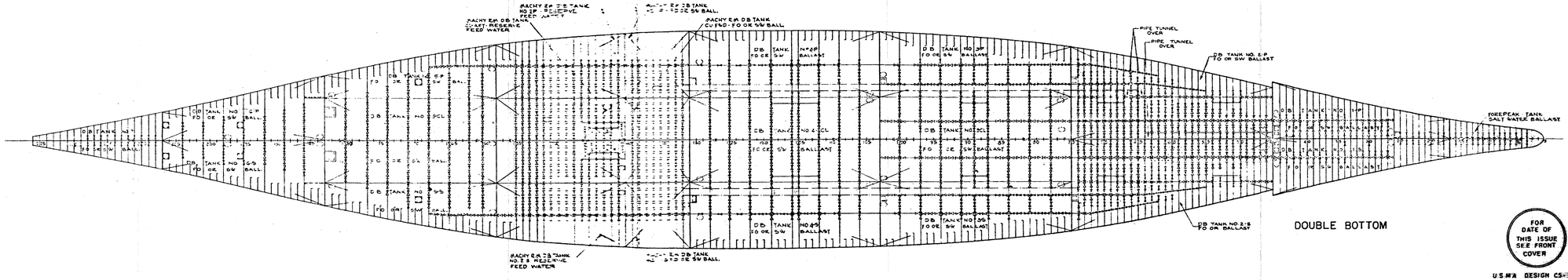

PLAN AT COFFERDAM
17'-0" ABV BL
AUXILIARY VIEW
17'-0 ABV BL
AUXILIARY VIEW
17'-0" ABV BL
HOLD NO 4
HOLD NO 3
HOLD NO 2
HOLD
MACHINERY
SPACE
DRY CARGO
(GRAIN FITTINGS & CONTAINER STOWAGE)
DRY CARGO
(GRAIN FITTINGS)
SHAFT ALLEY
PUMP ROOM
COFFERDAM
DEEP TANK NO 4 P&S
DRY CARGO, CARGO OIL
SPECIAL LIQUIDS CARGO
OR SW BALLAST
DEEP TANK NO 3 P&S
DRY CARGO, CARGO OIL
OR SW BALLAST
DEEP TANK NO 2 P&S
DRY CARGO, CARGO OIL
OR SW BALLAST
DEEP TANK NO 1

PLATE NO. 13 OF 16


MACHY RM DB TANK NO 1F RESERVE FEED WATER
MACHY RM DB TANK NO 2F RESERVE FEED WATER
MACHY RM DB TANK NO 1S RESERVE FEED WATER
MACHY RM DB TANK NO 2S RESERVE FEED WATER
MACHY RM DB TANK C/FND-FO OR SW BALL
PIPE TUNNEL OVER
PIPE TUNNEL OVER
DB TANK NO 2-P FO OR SW BALLAST
DB TANK NO 2-S FO OR BALLAST
FOREPEAK TANK SALT WATER BALLAST

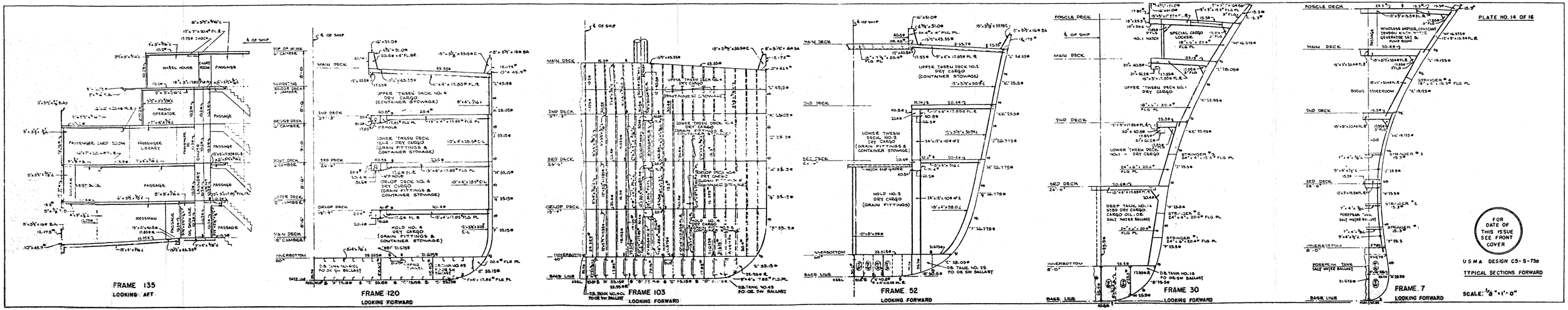
DOUBLE BOTTOM

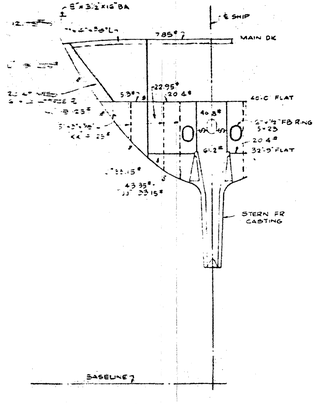
FOR DATE OF THIS ISSUE SEE FRONT COVER

U.S.M.A. DESIGN C5-S-75a

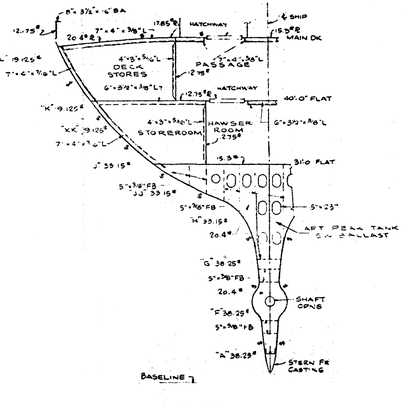
DOUBLE BOTTOM

SCALE: 1/8"=1'-0"

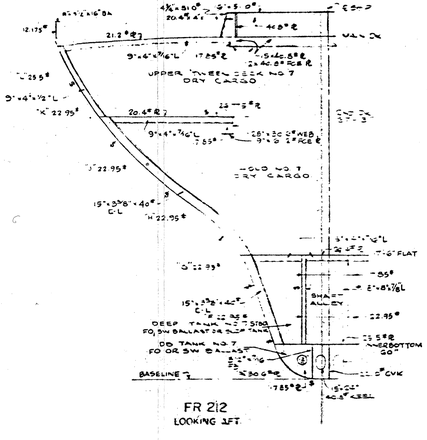

FRAME 135
LOOKING AFT
FRAME 120
LOOKING FORWARD
FRAME 103
LOOKING FORWARD
FRAME 52
LOOKING FORWARD
FRAME 30
LOOKING FORWARD
FRAME 7
LOOKING FORWARD
PLATE NO. 14 OF 16
FOR DATE OF THIS ISSUE SEE FRONT COVER
USMA DESIGN C5-S-75a
TYPICAL SECTIONS FORWARD
SCALE: 1/8"=1'-0"



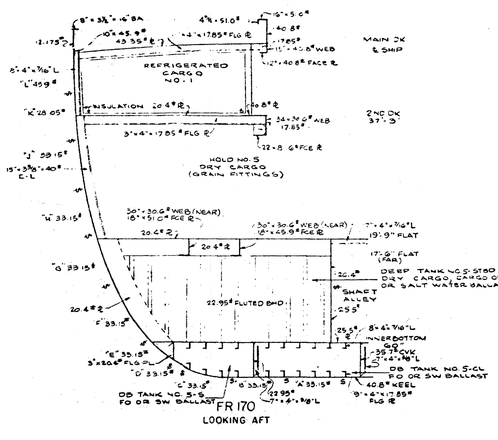
FR 240
LOOKING AFT



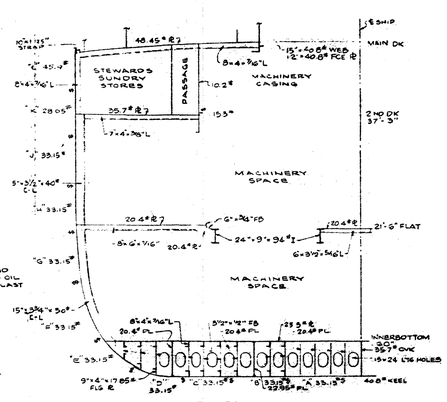
FR 228
LOOKING AFT


MAIN DK
UPPER TWEEN DECK NO 7 DRY CARGO
HOLD NO 7 DRY CARGO
SHAFT ALLEY
DEEP TANK NO 7 FO OR SW BALLAST
DD TANK NO 7 FO OR SW BALLAST
BASELINE

FR 212
LOOKING AFT


MAIN DK
℄ SHIP
REFRIGERATED CARGO NO 1
INSULATION
HOLD NO 5 DRY CARGO (GRAIN FITTINGS)
SHAFT ALLEY
DEEP TANK NO 5-CL DRY CARGO, CARGO OIL OR SALT WATER BALLAST
DD TANK NO 5-CL FO OR SW BALLAST
DD TANK NO 5-S FO OR SW BALLAST

FR 170
LOOKING AFT



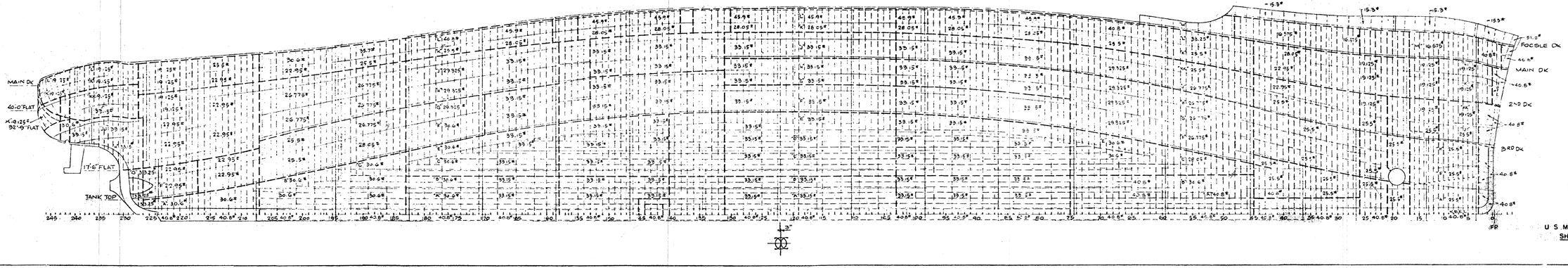
FR 150
LOOKING AFT

FOR DATE OF THIS ISSUE SEE FRONT COVER

U S M A DESIGN 65-SF-250
SECTIONS AFT

1/8" = 1'-0"

PLATE NO. 16 OF 16



FOR DATE OF THIS ISSUE SEE FRONT COVER

U S M A DESIGN C5-S-75a

SHELL EXPANSION

1/16" = 1'-0"